

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph that begins on page 6, line 6 of the specification with the following rewritten paragraph:

FIG. 3 shows an example of how the distribution of ambient temperature can appear along the length of the interior of a cabin zone. It can be clearly seen that the ambient temperature (identified by T in FIG. 3) can show relatively strong variations dependent upon its lengthwise location in the cabin zone in question (identified by s in FIG. 3). In this way, frequent ~~localized~~ ~~localised~~ peaks or reductions of ambient temperature can be recorded at many points within the cabin zone in question. In the FIG. 3 diagram this type of temperature peak 28 can be seen, whereas ~~element number 29 indicates~~ ~~30 shows~~ a ~~localized~~ ~~localised~~ temperature reduction. Fluctuations in ambient temperature in the cabin are not only location-dependent, but can also occur in relation to time. It can easily be that the temperature peak 28 of the diagram in FIG. 3 is found at another point along the axis s at a different point in time.

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-5. (Canceled)

6. (Currently Amended) A passenger aircraft ~~comprising; having~~
a cabin sub-divided into a plurality of cabin zones supplied with feed air from respective supply lines; ~~the passenger aircraft comprising;~~

a ~~plurality of temperature sensors located in at least one of the plurality of cabin zones~~
~~and temperature sensor system operable to measure generate~~ a plurality of individual ambient
temperature values ~~for associated with~~ different locations in the at least one cabin zone
~~for at least a portion of the plurality of cabin zones; and~~

an electronic control unit coupled to the plurality of temperature sensors ~~sensor system~~
and configured to derive an actual ~~a measured~~ ambient temperature value for the at least one
~~a selected~~ cabin zone from the plurality of individual ambient temperature values for the at least
one selected cabin zone, and further configured to control the temperature of the feed air
supplied to the at least one selected cabin zone based on a difference between the actual
~~measured~~ ambient temperature value for the at least one selected cabin zone and a room
temperature target value for the at least one selected cabin zone.

7. (Currently Amended) The passenger aircraft of claim 6, wherein at least a portion of the
plurality of temperature sensors are ~~the temperature sensor system includes a plurality of discrete~~

temperature sensors positioned at different locations in the at least one [[a]] cabin zone for generating respective individual temperature values.

8. (Currently Amended) The passenger aircraft of claim 7, wherein at least a portion of the plurality of ~~discrete~~ temperature sensors are spaced from each other along a lengthwise direction of the at least one selected cabin zone.

9. (Currently Amended) The passenger aircraft of claim 8, wherein each of the plurality of ~~discrete~~ temperature sensors are spaced from each other along a lengthwise direction of the at least one selected cabin zone.

10. (Currently Amended) The passenger aircraft of claim 6, wherein the electronic control unit derives the actual measured ambient temperature value for the at least one selected cabin zone by averaging at least a portion of the plurality of individual ambient temperature values for the selected cabin zone.

11. (Currently Amended) The passenger aircraft of claim 10, wherein the electronic control unit compares each of the plurality of individual ambient temperature values for the at least one selected cabin zone to a predetermined reference value, and averages only the individual ambient temperature values that comply with a predetermined condition with respect to the predetermined reference value.

12. (New) The passenger aircraft of claim 11, wherein the predetermined reference value is a threshold temperature range, and the electronic control unit only averages the individual ambient temperature values that are determined to be within the threshold temperature range.